

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☐
no ☒

Property Name: Baltimore & Ohio Railroad at Bartholows Road Inventory Number: F-5-158
Address: Bartholows Road Historic district: ☐ yes ☒ no
City: Mount Airy Zip Code: 21771 County: Frederick
USGS Quadrangle(s): Damascus
Property Owner: CSX Corporation Tax Account ID Number: _____
Tax Map Parcel Number(s): _____ Tax Map Number: _____
Project: PATH Kemptown Substation Agency: FERC
Agency Prepared By: GAI Consultants, Inc.
Preparer's Name: Matthew Hyland Date Prepared: 12/8/2008
Documentation is presented in: Phase I Cultural Resources Survey, Kemptown Substation, Potomac-Appalachian Transmission Highline Project
Preparer's Eligibility Recommendation: ☒ Eligibility recommended ☐ Eligibility not recommended
Criteria: ☒ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: ☐ yes ☐ no Listed: ☐ yes ☐ no
Site visit by MHT Staff ☐ yes ☒ no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Situated between Monrovia and Mount Airy along Bush Creek, this railroad alignment proceeds through a semi-rural section of southeastern Frederick County, which is experiencing intensive suburban residential development. This reconnaissance-level survey was limited to views of the railroad from the public right-of-way.

Within the APE, the railroad consists of a stone ballast bed, wood ties, and two sets of steel rails. Northwest of the Bartholows Road overhead bridge, the two tracks merge into a single track that proceeds to Frederick. This segment of the railroad dates from 1831.

The Baltimore & Ohio Railroad, a nationally-significant linear historic property, dates from 1827 when the company received its charter from Maryland. Eventually, it connected the port of Baltimore to Point of Rocks in 1832, then Wheeling on the Ohio River in 1853, and finally to markets as far west as Cincinnati by the end of the nineteenth century. In the project area, a depot at Monrovia became a commercial node for area farmers and merchants.

This section of the Baltimore & Ohio Railroad is recommended NRHP eligible under Criterion A at the state level. Although the railroad emerged as a nationally significant interstate transportation company by the end of the nineteenth century, this segment of

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ☒ Eligibility not recommended ☐

Criteria: ☒ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

MHT Comments: *RR alignment survives from earliest B&O expansion -*

Jonathan Bayar
Reviewer, Office of Preservation Services

10/6/09
Date

[Signature]
Reviewer, National Register Program

10/6/09
Date

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the railroad reflects its early service and development of markets in western Maryland and conveys an association with state-wide events in the nineteenth century. Additionally, this segment of the railroad lacks significant engineering qualities. The original tracks have been removed and the alignment modified to meet modern railroad freighting requirements. This segment of the railroad is not recommended NRHP-eligible under Criterion C. This railroad segment does not convey an association with a significant individual. It is not NRHP eligible under Criterion B. The recommended NRHP boundary follows the current tax parcel lines through the APE.

MARYLAND HISTORICAL TRUST REVIEW

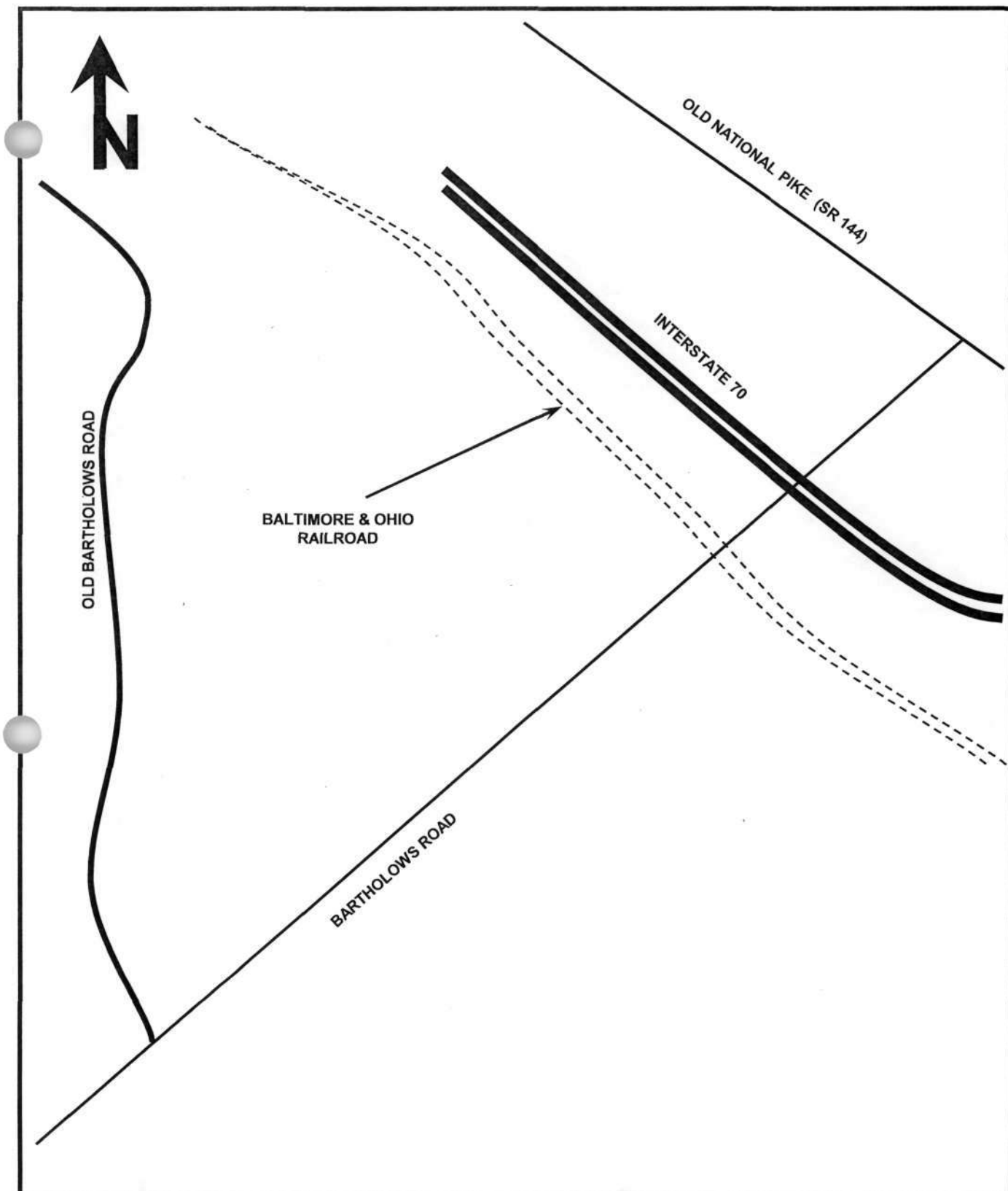
Eligibility recommended _____

Eligibility not recommended _____

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, National Register Program_____
Date



gai consultants

BALTIMORE & OHIO RAILROAD (F-5-158)

SITE PLAN

PROPOSED KEMPTOWN SUBSTATION

PATH PROJECT, POWER ENGINEERS, INC.

DWN: MLO CHKD: MGH

APPD. DATE: 12/02/08

SCALE: NOT DRAWN TO SCALE

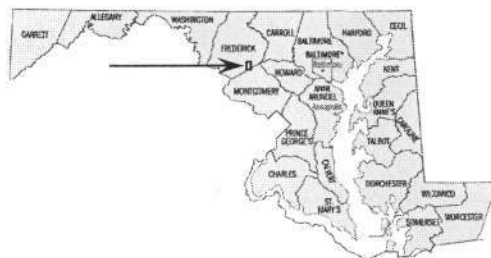
DRAWING NUMBER C080942.00



SOURCE: 2008 GOOGLE IMAGERY, DIGITAL GLOBE, GEO EYE, AND U.S. GEOLOGICAL SURVEY.



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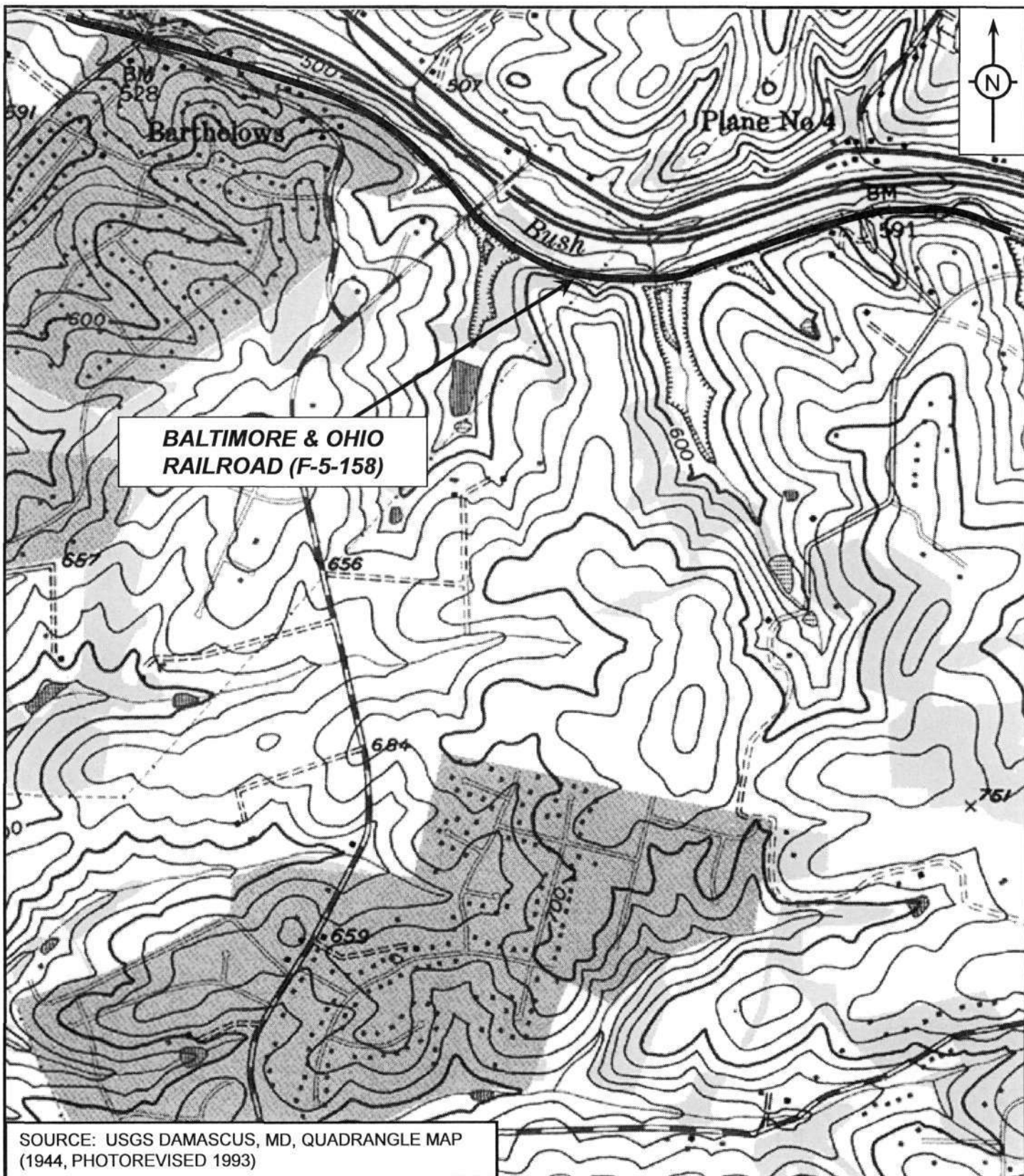


FIGURE

NRHP BOUNDARY FOR BALTIMORE & OHIO RAILROAD SEGMENT AT BARTHOLOWS ROAD F-5-158)

PATH PROJECT

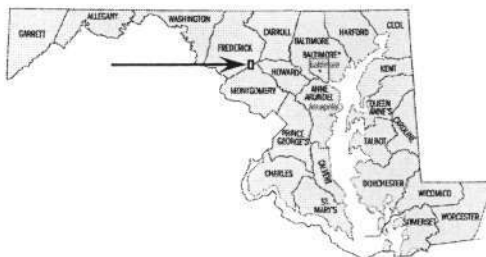
PROPOSED KEMPTOWN SUBSTATION
POWER ENGINEERS, INC.



SOURCE: USGS DAMASCUS, MD, QUADRANGLE MAP
(1944, PHOTOREVISED 1993)



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FIGURE

LOCATION OF BALTIMORE & OHIO
RAILROAD AT BARTHOLOWS ROAD
(F-5-158) PATH PROJECT
PROPOSED KEMPTOWN SUBSTATION
POWER ENGINEERS, INC.



F-5-158

B & O Railroad at Bartholows Rd.

Frederick County
Matthew G. Hyland

30 September 2008

Facing SE



F-5-158

B&O Railroad at Bartholomew Road

Fredrick County

Matthew G. Hyland

30 Sept. 2008

Facing NW